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Perhaps a valid criticism of the analysis is the rather persistent presentation of facts from the standpoint of public ownership and operation. If the investigation was engineered in part as propaganda for street railway interests, Dr. Wilcox at least gives grounds for the countercharge that his analysis is a somewhat disguised brief for municipal ownership and operation. Any important general solution that may be offered is, of course, a matter of opinion and involves the question of soundness of judgment which cannot be conclusively measured. Personally, I believe Dr. Wilcox over-stresses the factors which he thinks inevitably lead to municipal ownership and operation and rather glosses over the difficulties. The fundamental trouble in the street railway situation undoubtedly has been the deep-seated conflict of public and private interests, but, I believe, in many instances or most cases this can be settled or the area of conflict greatly limited by organization other than the author's proposal.

Undoubtedly every city should be free to determine its own transportation policy and all arbitrary legal restrictions upon the introduction of public ownership and operation should be removed. With freedom for "self determination" many cities undoubtedly would adopt Dr. Wilcox's idea, but other equally desirable or for particular instances even superior ways may be available to reach the financial stability and organization consistent with the public interest. The limit of space, however, does not permit more concrete discussion of such other possibilities.

The obstacles to Dr. Wilcox's goal are admittedly great, consequently there must be open mind to the possibility of other methods. The local conditions are so various, particularly there are so many different psychological factors in the public attitude, also so many technical and financial entanglements, that the insistence upon a single form of organization to meet all cases has at least the appearance of doctrinaire opinion, and challenges disagreement. Dr. Wilcox may be right, but he speaks with considerably greater certainty than seems to be warranted by the great confusion of elements which affect the problem.

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- GENGEBACH, E. *Common sense vs. prohibition in railroad rates, 1921.* American national economics, series no. 3. Third edition. (Washington: John Byrne & Co., 715 14th St., N. W. 1921. Pp. 40. 25c.)
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Trade, Commerce, and Commercial Crises

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The problem of the Sugar Equalization Board was that of increasing and controlling supplies while holding down prices. The organization provided to do this work and the means adopted, are adequately described in Mr. Bernhardt's *Government Control of Sugar*, recently reviewed in